

Denver and Rio Grande Western Railroad Company

TIME TABLE

**OF THE
UTAH DIVISION**

No.

2

**EFFECTIVE AT 12:01 A. M.
MOUNTAIN STANDARD TIME
Sunday, July 1, 1962**

**DESTROY ALL TIME TABLES
OF PREVIOUS DATE**

**For the exclusive guidance of Employees;
not for the information of the Public**

JOHN AYER, JR.
Vice President - Operations

C. V. COLSTADT
Chief Transportation Officer

C. E. McENANY
Superintendent

In case of emergency, at night when Salt Lake City switchboard is closed, or on Saturdays, Sundays and Holidays, the following offices may be reached by commercial telephones when there are no other means of communication available.

Location and Office	Number
Salt Lake City, Chief Dispatcher.....	DA 2-2079
Roper, Yard Office.....	DA 2-2307
Roper, Master Mechanic.....	DA 2-3839
Helper, Yard Office.....	GR 2-5871
Grand Junction, Dispatcher.....	CH 2-5153
Grand Junction, East Yard.....	CH 2-3893

SIGNAL MAINTAINERS

	Signal District	
	From	To
Grand Junction.....	MP 444.9	ABS 4561
Mack.....	ABS 4561	ABS 4877
Cisco.....	ABS 4877	ABS 5334
Green River.....	ABS 5334	ABS 5824
Price.....	ABS 5824	ABS 6240
Helper.....	ABS 6241	ABS 6459
Soldier Summit.....	ABS 6459	ABS 6797
Provo.....	ABS 6797	ABS 7072
Midvale.....	ABS 7072	ABS 7360
Salt Lake City.....	ABS 7360	ABS 7798

LOCAL WATCH INSPECTORS

Name	Location
George R. Parsons.....	Grand Junction
McKnight Bros.....	Delta
G. J. DeVinny.....	Montrose
Woody Jewelry Store.....	Helper
G. H. Heindselman.....	Provo
H. B. Miller & Co.....	Salt Lake City
L. C. West & Sons.....	Ogden

AVOID DAMAGE — SWITCH CUSTOMERS' CARS CAREFULLY

OVERSPEED Couplings are DAMAGING—Here's what happens:

	SAFE COUPLING SPEED
4 miles per hour ☐	Damage begins
5 miles per hour ☐ —	2½ times as damaging as 4 MPH
6 miles per hour ☐ —	3 times as damaging as 4 MPH
7 miles per hour ☐ —	4 times as damaging as 4 MPH
8 miles per hour ☐ —	5 times as damaging as 4 MPH
9 miles per hour ☐ —	6 times as damaging as 4 MPH
10 miles per hour ☐ —	

Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND
KEEP OUR CUSTOMERS!**

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
36".....	100	1'11".....	50.7
37".....	97.3	1'12".....	50
38".....	94.7	1'13".....	49.3
39".....	92.3	1'14".....	48.6
40".....	90	1'15".....	48
41".....	87.8	1'16".....	47.4
42".....	85.7	1'17".....	46.8
43".....	83.7	1'18".....	46.2
44".....	81.8	1'19".....	45.6
45".....	80	1'20".....	45
46".....	78.3	1'25".....	42.4
47".....	76.6	1'30".....	40
48".....	75	1'35".....	37.9
49".....	73.5	1'40".....	36
50".....	72	1'45".....	34.3
51".....	70.6	1'50".....	32.7
52".....	69.2	1'55".....	31.3
53".....	67.9	2'00".....	30
54".....	66.7	2'15".....	26.7
55".....	65.5	2'30".....	24
56".....	64.3	2'45".....	21.8
57".....	63.2	3'00".....	20
58".....	62.1	3'30".....	17.1
59".....	61	4'00".....	15
1'00".....	60	5'00".....	12
1'01".....	59	6'00".....	10
1'02".....	58.1	7'00".....	8.6
1'03".....	57.1	7'30".....	8
1'04".....	56.2	8'00".....	7.5
1'05".....	55.4	10'00".....	6
1'06".....	54.5		
1'07".....	53.7		
1'08".....	52.9		
1'09".....	52.2		
1'10".....	51.4		

4 WESTWARD

MAIN LINE

EASTWARD

FIRST CLASS		Station Numbers	Mile Posts	Sub-Division 5		Capacity of Siding	FIRST CLASS	
17	7			Stations			18	8
California Zephyr	Prospector			TIME-TABLE No. 2			California Zephyr	Prospector
Leave Daily	Leave Daily			July 1, 1962			Arrive Daily	Arrive Daily
4 00PM	2 00AM	5000	449.6	CENTRALIZED TRAFFIC CONTROL	2 Ma. Trk. { GRAND JCT. 2.1	Yards	11 43AM	12 02AM
		2802	451.7		DURHAM 5.2	96		
		2806	456.9		RHONE 3.6	103		
		2808	460.5		FRUITA 8.4	129	11 29	11 41
		2812	468.9		MACK 4.2	148		
		2816	473.1		RUBY 4.9	145		
		2818	478.0		SHALE 5.3	85		
		9920	483.3		UTALINE 5.1	116		
		9922	488.4		WESTWATER 9.7	98		
		9926	498.1		AGATE 6.3	150		
4 55	2 58	9928	504.4		CISCO 6.1	91	10 45	10 54
		9930	510.5		WHITE HOUSE 5.1	123		
		9932	515.6		ELBA 5.1	104		
		9934	520.7		SAGERS 7.4	149		
x 5 21	s 3 32	9938	528.1		THOMPSON 5.7	137	x 10 20	s 10 27
		9940	533.8		BRENDEL 6.6	96		
		9942	540.4		FLOY 6.5	112		
		9944	546.9		SOLITUDE 8.3	150		
5 47	s 4 02	9950	555.2		GREEN RIVER 6.3	N133	9 53	s 9 51
		9003	561.5		SPHINX 6.1	S 98		
		9004	567.6		DESERT 6.6	116		
		9006	574.2		CLIFF 7.2	115		
		9008	581.4		WOODSIDE 5.2	123		
		9010	586.6		GRASSY 6.5	118		
		9012	593.1		CEDAR 6.2	114		
		9014	599.3		VERDE 3.9	98		
		9016	603.2		MOUNDS 7.9	111		
		9021	611.1		EAST WELLINGTON 1.9	185		
		9022	613.0		WELLINGTON 6.1	117		
6 52	s 5 19	9026	619.1		PRICE 3.0	E120	8 50	s 8 42
		9028	622.1		MAXWELL 4.3	W 81		
7 05PM	5 35AM	9032	626.4		HELPER	E114	8 38AM	8 27PM
					W114			
Arrive Daily	Arrive Daily			(176.8)	Yard	Leave Daily	Leave Daily	

Except as otherwise indicated, dispatcher Grand Junction controls all positive ABS and dual controlled switches. Where ABS and dual controlled switches are controlled by operators, they do so as directed by Dispatcher.

WESTWARD

MAIN LINE

EASTWARD 5

FIRST CLASS		Station Numbers	Mile Posts	Capacity of Siding	Sub-Division 6		FIRST CLASS	
17	7				Stations	Time-Table No. 2	18	8
California Zephyr	Prospector					July 1, 1962	California Zephyr	Prospector
Leave Daily	Leave Daily						Arrive Daily	Arrive Daily
7 08PM	5 40AM	9032	626.4	Yard	TWO MAIN TRACKS	HELPER BK 2.4	8 35AM	8 22PM
7 13	5 45	9038	628.8	68		UTAH RY. JCT. J 1.6	8 29	8 14
		9044	630.4	Yard	TWO MAIN TRACKS	CASTLE GATE 1.2		
7 19	5 51	9046	631.6	E 75		ROYAL	8 23	8 08
		9050	638.9	102	TWO MAIN TRACKS	KYUNE W 5.5		
		9054	644.4	Yard		COLTON J 7.0		
7 51	6 22	9056	651.4	Yard E115	TWO MAIN TRACKS	SOLDIER SUMMIT DNY 9.6	7 52	7 30
8 08	6 42	9060	661.0	E115		GILLULY W 4.6	7 33	7 10
8 16	6 52	9062	665.6	E103	TWO MAIN TRACKS	DETOUR	7 23	7 01
8 25	7 02	9066	672.2	W107 E116		NARROWS	7 14	6 52
8 33	7 10	9068	676.5	E108	TWO MAIN TRACKS	RIO	7 05	6 44
8 39	7 17	9070	680.9	W117 E123		THISTLE DNBFJKSWY 7.7	6 58	6 37
		9078	688.6		TWO MAIN TRACKS	GOMEX	6 49	6 24
8 55	7 33	9302	695.8			SPRING- VILLE J 3.1	6 41	6 16
			698.9		TWO MAIN TRACKS	U.P. CROSSING 2.2		
s 9 05	s 7 44	9310	701.1	Yard E107		PROVO DNBFJKOSWY 4.6	s 6 35	s 6 10
			705.7		TWO MAIN TRACKS	U.P. CROSSING 1.5		
		9317	707.2			GENEVA		
		9319	708.4		TWO MAIN TRACKS	PIPE MILL 1.2		
		9321	713.7	175		AMERICAN FORK 5.3		
		9325	720.3	150	TWO MAIN TRACKS	MESA 6.6		
		9328	728.6	158		RIVERTON 8.3		
		9329	732.6		TWO MAIN TRACKS	ENDOT 4.0		
		9332	734.5	Yard E143		MIDVALE DJWY 1.9		
		9336	738.4	Yard	TWO MAIN TRACKS	MURRAY 3.9		
9 45	8 28	9350	740.7			EAST ROPER 2.3		
9 47	8 30	9350	742.5	Yard	TWO MAIN TRACKS	ROPER BK 1.8	5 51	5 21
			744.2			U.P. CROSSING 1.7		
10 00PM	8 40AM	6000	745.1	Yard	SALT LAKE CITY BK .09		5 45AM	5 15PM
Arrive Daily	Arrive Daily				(119.7)		Leave Daily	Leave Daily

Trains operate by Centralized Traffic Control between "Beginning of CTC" and "End of CTC". Signs at the following locations:

East end Helper.

Between Lynn and East end Soldier Summit.

On Westward Main track East end Thistle.

On Eastward Main track West end Thistle.

Between Provo and East Roper.

Except as otherwise indicated, dispatcher Salt Lake City controls all positive ABS and dual controlled switches. Where ABS and dual controlled switches are controlled by operators, they do so as directed by Dispatcher.

ABS will be placed to left of tracks they govern at following locations:

Eastward on
Westward Track:

6336 W
6352 W
6372 W
6420 W
6442 W

Westward on
Eastward Track:

6335 E
6351 E
6371 E
6419 E
6443 E

Eastward on
Main Track:

7424
7434

6 WESTWARD MAIN LINE EASTWARD

Station Numbers	Mile Posts	Sub-Division 7 Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
6000	745.1	SALT LAKE CITY BK 0.4	Yard
.....	745.5	GRANT TOWER 5.4	.....
9816	750.9	NORTH SALT LAKE D 3.0	.....
9824	753.9	WOODS CROSS 13.7	150
9840	767.6	LAYTON 3.2	47
9847	770.8	CLEARFIELD D 0.5	115
.....	771.3	U. P. CROSSING 3.8	.....
9854	775.1	ROY 6.0	70
9886	781.1	TRANSFER B 0.9	Yard
9886	782.0	OGDEN.....	.....

Trains operate by Centralized Traffic Control between "Beginning of CTC" and "End of CTC" signs located near 5th North St., Salt Lake City, and East end of Woods Cross.

MONTROSE BRANCH

WESTWARD EASTWARD

103 Freight	Station Numbers	Mile Posts	Sub-Division 16 Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding	104 Freight
Leave Daily					Arrive Daily
.....	2650	351.5	MONTROSE DBFKOSWY 5.4	Yard	.....
.....	2644	356.9	ROE 5.3	15	.....
.....	2638	362.2	OLATHE D 5.3	15	.....
.....	2634	367.5	CHIPETA 5.3	23	.....
7 12PM	2630	372.8	DELTA DBJKWY 4.7	Yard	6 10AM
7 23	2624	377.5	ROUBIDEAU 13.5	60	5 59
7 56	2616	391.0	DOMINGUEZ 6.7	38	5 26
8 11	2614	397.7	BRIDGEPORT 14.1	89	5 09
8 45	2608	411.8	WHITEWATER 12.5	38	4 35
9 20PM	5000	424.3	GRAND JCT. BJK	Yard	4 00AM
Arrive Daily					Leave Daily

No. 103 is Superior to No. 104 Delta to Grand Jct.

NORTH FORK BRANCH

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WESTWARD

EASTWARD

103 Freight		Sub-Division 16-A Stations TIME-TABLE No. 2 July 1, 1962			104 Freight	
Leave Daily	Station Numbers	Mile Posts			Capacity of Siding	Arrive Daily
.....	2740	415.3	SOMERSET.....W		Yard	.....
5 00PM	2728	405.9	9.4 PAONIA D		26	8 22AM
5 32	2718	397.8	8.1 HOTCHKISS.....DY		21	7 50
5 53	2714	392.5	5.3 ROGERS MESA.....		62	7 29
6 21	2712	385.5	7.0 PAYNE.....		28	7 01
6 35	2710	380.9	4.6 AUSTIN.....		14	6 47
6 38	2708	379.8	1.1 SAXTON.....		59	6 44
6 52PM	2630	372.8	7.0 DELTA DBJKWY		Yard	6 30AM
Arrive Daily						Leave Daily

No. 103 is Superior to No. 104 Paonia to Delta.

SUNNYSIDE BRANCH

WESTWARD

EASTWARD

		Sub-Division 5-A Stations TIME-TABLE No. 2 July 1, 1962				
Station Numbers	Mile Posts				Capacity of Siding	
9106	17.5	SUNNYSIDE.....DBFSWY			Yard	
9104	13.2	4.3 COLUMBIA JCT.....JY			120-120	
9101	5.8	7.4 BANNING.....			85	
9016		5.8 MOUNDS.....JY			Yard	

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WESTWARD

MARYSVALE BRANCH

EASTWARD

SECOND CLASS			Sub-Division 6-D		SECOND CLASS
101			Stations		102
Freight	Station Numbers	Miles from Thistle	TIME TABLE No. 2	Capacity of Siding	Freight
Leave Daily Except Sunday			July 1, 1962		Arrive Daily Except Sunday
		132.8	END OF TRACK.....		
			0.6		
	9297	132.2	MARYSVALE.....	Yard	
			11.6		
	9294	120.6	SEVIER.....	16	
			4.1		
	9292	116.5	JOSEPH.....	24	
			4.8		
	9291	111.7	ELSINORE.....	23	
			1.7		
	9289	110.0	NIBLEY.....	55	
			1.3		
	9288	108.7	CENTRAL.....	15	
			5.0		
	9284	103.7	RICHFIELD.....	Yard	
			3.6		
	9279	100.1	KEMA.....	30	
			3.8		
	9275	96.3	SIGURD.....	34	
			4.1		
	9271	92.2	AURORA.....	51	
			5.8		
7 45 PM	9262	86.4	SALINA DBFKWY	Yard	11 01 PM
			3.9		
8 02	9260	82.5	REDMOND.....	9	10 53
			3.3		
8 10	9259	79.2	AXTELL.....	18	10 46
			4.2		
8 20	9256	75.0	SPEARMINT.....	38	10 37
			2.1		
8 25	9254	72.9	GUNNISON.....D	26	10 32
			6.6		
8 40	9252	66.3	STERLING.....	17	10 18
			5.5		
9 15	9251	60.8	MANTI.....DY	Yard	10 06
			7.4		
9 40	9228	53.4	EPHRAIM DY	Yard	9 50
			0.9		
9 45 ¹⁰²	9227	52.5	WEST EPHRAIM....	61	9 45 ¹⁰¹
			8.4		
10 05	9222	44.1	SPRING CITY.....	19	9 20
			5.5		
10 25	9216	38.6	MT. PLEASANT.....		9 06
			6.6		
10 50	9214	32.0	FAIRVIEW.....	29	8 50
			8.7		
11 15	9209	23.3	HILL TOP.....	28	8 25
			8.5		
11 39	9206	14.8	INDIANOLA.....	23	8 00
			14.8		
12 15 AM	9070	.....	THISTLE ..DNBFJKSWY	Yard	7 15 PM
Ar. Daily Ex. Mon.					Lv. Daily Ex. Sun.

No. 101 is Superior to No. 102 from Salina to Ephraim.

WESTWARD

KENILWORTH BRANCH

EASTWARD

Station Numbers	Miles from Kenilworth Jct.	Sub-Division 6-A	
		Stations	
		TIME-TABLE No. 2	
		July 1, 1962	
9112	6.2	KENILWORTH.....	
		6.2	
9030		KENILWORTH JCT.....	

SPRING CANYON BRANCH
WESTWARD

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EASTWARD

Station Numbers	Miles from Spring Canyon Junction	Sub-Division 6-B Stations TIME-TABLE No. 2 July 1, 1962	
9136	7.2	MUTUAL.....	
		1.0	
9134	6.2	LATUDA.....	
		1.2	
9130	5.0	SPRING CANYON.....	
		5.0	
9034	.....	SPRING CANYON JCT.....	

PLEASANT VALLEY BRANCH
WESTWARD

9
EASTWARD

Station Numbers	Miles from Colton	Sub-Division 6-C Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
.....	21.5	END OF TRACK.....	
		0.4	
9170	21.1	CLEAR CREEK.....	
		5.9	
9156	15.2	SCOFIELD.....Y	
		15.2	
9054	.....	COLTON.....J	Yard

TINTIC BRANCH
WESTWARD

9
EASTWARD

Station Numbers	Miles from Springville	Sub-Division 6-E Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
9475	39.1	EUREKA.....	Yard
		1.0	
9458	38.1	KNIGHTVILLE.....Y	17
		10.6	
9435	27.5	PEARL.....JY	8
		10.2	
9423	17.3	TOWNSEND.....	13
		1.9	
9420	15.4	SANTAQUIN.....	35
		4.6	
9418	10.8	PAYSON.....	28
		7.0	
9408	3.8	SPANISH FORK.....	23
		3.8	
9302	.....	SPRINGVILLE.....J	Yard

GOSHEN VALLEY BRANCH
WESTWARD

9
EASTWARD

Station Numbers	Miles from Dividend	Sub-Division 6-F Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
9439	.....	DIVIDEND.....	16
		2.7	
9437	2.7	FLORA.....	
		2.5	
9438	5.2	IRON KING.....	9
		0.2	
9437	5.0	EUREKA STANDARD.....	19
		2.3	
9437	2.7	FLORA.....	
		3.8	
9435	6.5	PEARL.....Y	8

10 **PROVO CANYON BRANCH**

WESTWARD **EASTWARD**

Station Numbers	Miles from Provo	Sub-Division 6-G Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
9544	27.9	HEBER..... Y	Yard
9542	24.2	3.7 CHARLESTON.....	13
9541	17.2	7.0 WALLSBURG.....	24
9512	5.8	11.4 HALE.....	13
9310	.....	5.8 PROVO..... DNBFIKOWY	Yard

WESTWARD **OREM BRANCH** **EASTWARD**

Station Numbers	Miles from Provo Jet.	Sub-Division 6-H Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
.....	6.4	END OF TRACK.....	.....
9570	6.2	0.2 OREM.....	Yard
9564	4.8	1.4 SNOW.....	Yard
9561	4.2	0.6 LINCOLN.....	16
9558	3.8	0.4 CURTIS.....	23
9313	.....	3.8 PROVO JCT.....	Yard

LITTLE COTTONWOOD BRANCH

WESTWARD **EASTWARD**

Station Numbers	Miles from Midvale	Sub-Division 6-I Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
.....	1.6	END OF TRACK.....	17
9602	1.0	0.6 STATE STREET.....	.....
9332	.....	1.0 MIDVALE..... DWY	Yard

WESTWARD **LARK BRANCH** **EASTWARD**

Station Numbers	Miles from Dalton	Sub-Division 6-L Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
9628	4.0	LARK.....	Yard
9626	.....	DALTON..... J	15

WESTWARD **HOOVER BRANCH** **EASTWARD**

Station Numbers	Miles from Roy	Sub-Division 7-A Stations TIME-TABLE No. 2 July 1, 1962	Capacity of Siding
9876	4.0	HOOVER.....	.....
9864	1.1	2.9 BARTON.....	30
9854	.....	1.1 ROY.....	.....

BINGHAM BRANCH
WESTWARD

11
EASTWARD

SECOND CLASS	Station Numbers	Sub-Division 6-J	Miles from Midvale	Capacity of Siding
211 Freight		Stations		
Leave Daily Except Sun.		TIME-TABLE No. 2		
		July 1, 1962		
.....	9633	BINGHAM	14.1	Yard
.....	9632	2.2 COPPERTON	11.9	.....
.....	9626	2.9 DALTON	9.0	15
7 15 PM	9624	3.9 WELBY	5.1	47
7 29	9622	3.1 WEST JORDAN	2.0	23
7 37 PM	9332	2.0 MIDVALE .....	.....	Yard
Arrive Daily Except Sun.				

GARFIELD BRANCH
WESTWARD

11
EASTWARD

SECOND CLASS	Station Numbers	Sub-Division 6-K	Miles from Welby	Capacity of Siding
211 Freight		Stations		
Leave Daily Except Sun.		TIME-TABLE No. 2		
		July 1, 1962		
.....	9684	GARFIELD SMELTER	17.0	Yard
6 30 PM	9680	2.0 GARFIELD	15.0	77
6 34	9676	1.2 EAST JUNCTION	13.8	.....
6 38	9676	1.0 MAGNA	12.8	.....
6 45	9674	2.1 EAST MAGNA	10.7	Spur 8
7 00	9670	4.7 KEARNS	6.0	9
7 15 PM	9624	6.0 WELBY .....	.....	47
Arrive Daily Except Sun.				

Special Time-Table Rules

**SUPERSEDING RULES AND REGULATIONS WHICH
ARE INCONSISTENT THEREWITH**

SUPERIORITY AND MOVEMENT OF TRAINS
(See also Time-Table Rule 4)

1. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS EXCEPT:

1-A. Schedule time of passenger trains apply at Passenger Depot **Grand Junction**.

1-B. Rule 91 is modified to the extent that trains being operated between **Union Depot Salt Lake City** and **U. P. crossing 9th South** are required to keep only five (5) minutes apart.

1-C. Westward Freight trains leaving **Soldier Summit** must keep at least ten (10) minutes apart.

1-D. Schedule and train order time for trains at **Provo** apply at Passenger Station.

1-E. Schedule and train order time for westward trains at **East Roper** apply at "End of CTC" sign.

CLEARANCE CARDS

2. Trains will leave following stations without clearance card:

Sub-Division	Station	
5	Grand Junction, West Yard or passenger station	When verbally authorized by dispatcher
5	Green River	When no operator on duty
16-16-A	Delta and Paonia	When no operator on duty
6-J	Welby	

2-A. There are no train order signals at **Delta** or **Salina**. Westward trains must not leave **Salina** without clearance card unless otherwise provided, except:

No. 101 may leave **Salina** without a clearance card when no Operator is on duty.

2-B. When no operator on duty at **Midvale** trains to or from Sub-Division 6-J may leave **Midvale** without clearance card.

2-C. No. 211 may leave **Garfield** without clearance card when no operator is on duty.

2-D. Roper-Provo: Yard engines may leave **Roper** or **Salt Lake City** without a clearance card when turning in C.T.C. limits and eastward trains turning in C.T.C. limits may leave **Roper** without a clearance card.

Trains originating **Provo**, turning in C.T.C. limits, may leave **Provo** without a clearance card.

Conductors will inquire before departure if any slow orders are in effect.

3. Register stations are shown in body of the Time-Table in **full-faced type**, except:

Thistle. Sub. Divn 6—Helpers will register at **Thistle**.

3-A. At stations listed below trains designated will register with registering ticket.

Register Station**Trains****Helper**

Regular westward first-class and No. 18.

No. 7 and No. 17 will receive Form T train order at **Helper**.

3.B. Use of Form 3948 (Train Register Check) discontinued between **Grand Junction** and **Helper** when operating under C.T.C. rules. Rules 83 and 83-D of the rules and regulations of the Operating Department, 1948, are modified accordingly.

3.C. Trains on Sub-Divisions 6 and 7 arriving at and departing from **Salt Lake City** will be registered at **Roper** by the Train Dispatcher through the Operator.

Only trains originating or terminating **Salt Lake City** will register at **Salt Lake City**.

Freight Trains, Sub-Division 7, will register at **Roper**.

3.D. Trains from Sub-Division 7 terminating at **Roper** may occupy main track at **Roper** on the time of first-class trains and will be protected by train order if necessary.

3.E. Train order register check, Form T, or time on first class trains, Train Order Form E, will be issued to Yardmaster **Roper** after which trains, yard and light engines may occupy main track between **East Roper** and **Salt Lake City** on verbal authority of such Yardmaster.

4 YARD LIMIT STATIONS

Grand Junction (Subdivn. 16 only)	Spring City
Delta	Ephraim-West Ephraim
Clathe	Moroni Spur
Montrose	Manti
Montrose-Ridgway	Gunnison
Austin	Spearmint
Rogers Mesa	Redmond
Hotchkiss	Salina-Marysville
Faonia-Somerset	Springville (Sub-Division 6-E)-Eureka
Mounds (Sub-Divn. 5-A only) to Sunnyside inclusive (Joint D. & R. G. W. R. R. Co. and Carbon County Railway—at Columbia Junction)	Pearl-Dividend-Iron King
Helper—M.P. 632.02	Provo
Kenilworth-Kenilworth Junction	Provo-Heber
Spring Canyon Junction-Mutual	Provo Jct.-Orem
Colton (Sub-Division 6-C)-Clear Creek	Midvale-West Jordan Sugar Works
Soldier Summit	Welby-Bingham
Gilluly	Dalton-Lark
Narrows	Kearns-Bacchus
Thistle	East Magna-Garfield Smelter including Sands Spur
Fairview	East Roper-Roper-Salt Lake City
Mt. Pleasant	Sugar House Spur
	Clearfield
	Roy-Hooper
	Ogden-Transfer
	Midvale-End of Track Sub-Division 6-I.

4-A. Trains have no time table superiority within limits described below and Rule 93 governs all trains. Trains, yard and other engines occupying these tracks must make way for passenger trains without unnecessary delay:

Sub-Division	Location	Limits
5 and 6	Helper	End of CTC East end Helper and M.P. 627.6.
6	Soldier Summitt	Eastward Main track, End of CTC and Train Order Signal.
6	Provo	Westward Main track, A.B.S. 7007 and end of CTC, M.P. 701.3.

4-B. Yard limit board is located 3000 feet east of Carbon County Railway connection switch, **Columbia Junction**, on Carbon County Railway. Rule 93 governs in these limits.

4-C. Trains originating or terminating at **Grand Junction** West Yard may occupy main track without flag protection.

AIR BRAKE AND RETAINER OPERATION AND INSPECTION STOPS

5. When retainers are in use, trainmen and enginemen must keep close watch while train is in motion for indications of excessively heated wheels, and when observed, the retainer on such car or cars must be placed in normal release position until wheels have had sufficient time to cool.

5-A. Conductors will arrange for tracks behind last car to be observed at intervals while moving out of tracks and between stations for fresh wheel or other marks that may have been made by the train or cars being handled and take such action as circumstances may warrant.

5-B. At all times the number of operative air brakes in a train must not be less than 85 percent of the total number of cars in the train.

5-C. Passenger trains must make running tests of air brakes as prescribed by Air Brake Rule 11 before passing over the summit of grade at **Soldier Summit**.

From **Soldier Summit** to **Thistle** and from **Kyune** to **Helper**, passenger trains handled by locomotives having dynamic brakes inoperative, locomotive brakes must be allowed to apply when brakes are applied on train.

5-D. Trains consisting of more than one-third ore, rock, slag, coal or similar heavy loads will be considered coal trains.

5-E. Utah Ry. engines, 300 series, when consisting of 3 units, will be considered the equivalent of 4 units and when consisting of 2 units will be considered the equivalent of 3 units, in the application of rules pertaining to use of retainers on freight trains.

5-F. When doubleheading, engineman on second locomotive will not use to exceed 300 amperes on dynamic brake. Engineman on leading locomotive will use train air brakes with the maintaining system of braking, together with whatever dynamic brake necessary to control speed, in the same manner as would be done in handling a single locomotive train.

5-G. **SUNNYSIDE BRANCH.** On trains handled by locomotive consisting of four or more units having dynamic brake operative on entire locomotive, retainers on all loaded cars in the forward one-half of train will be used in 20-lb. position, **Sunnyside to Columbia Junction**.

On trains handled by less than four unit locomotive, or if dynamic brake is inoperative, retainers will be used in 20-lb. position on all loaded cars **Sunnyside to Columbia Junction**.

On Westward trains before departing **Sunnyside**, application and release test of air brakes must be made. This test will not be made until train brake system is charged to at least seventy-five pounds pressure, as indicated by caboose gauge or portable air gauge attached to hose coupling at rear end of rear car.

Train crew must know that the above brake tests are made and that train brakes apply and release properly.

On westward trains from **Columbia Junction**, if actual tonnage per unit with operative dynamic brake exceeds:

FT, F-7, GP-7, GP-9, F-9, RS-3.....	1500 tons
SD-7, SD-9	3000 tons
ML-4	2400 tons
GP-30	2000 tons

retainers on loaded cars in forward one-fourth of train will be used in 20 pound position. When dynamic brake is inopera-

tive, retainers on loaded cars in forward one-half of train will be used in 20 pound position.

Standard brake pipe pressure on eastward trains of empty cars **Helper to Sunnyside**, is 70 pounds.

Standard brake pipe pressure on westward trains **Sunnyside to Helper** is 90-pounds.

Engineman must know that feed valve on leading unit of locomotive is adjusted to 70-pounds before coupling to empty trains at **Helper**, and adjusted to 90-pounds before coupling to loaded cars at **Sunnyside** or **Columbia Junction**.

Before making a terminal brake test on eastward **Sunnyside Branch** trains at **Helper**, the train brake system must be charged to 60-pounds, as indicated by caboose gauge. Air Brake Rules 8-H and 9-B are hereby modified accordingly.

Sub-Division 6:

5-H. Standard brake pipe pressure on eastward trains consisting of not more than one-fourth loaded cars is 70 pounds. Standard brake pipe pressure of other freight trains will remain at 90 pounds.

Engineman must know that feed valve on leading unit of locomotive is properly adjusted in accordance with above before coupling to train.

Before making brake test on eastward trains consisting of not more than one-fourth loaded cars, the train brake system must be charged to 60 pounds as indicated by caboose gauge. Air Brake Rules 8-H and 9-B are modified accordingly.

FREIGHT TRAINS—SOLDIER SUMMIT TO HELPER

5-I. If actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
FT, F-7, GP-7, GP-9, F-9, RS-3.....	1300 tons	1400 tons
SD-7, SD-9	2000 tons	2400 tons
ML-4	1900 tons	2200 tons
GP-30	1600 tons	1800 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

When dynamic brake is inoperative, retainers will be used in 20 pound position on all heavily loaded cars and in 10 pound position on other loaded cars and every other empty car.

Retainers will be turned up before leaving **Soldier Summit**, unless it is known that train will stop at **Colton** or **Kyune**, but retainers must be turned up before leaving **Kyune**.

FREIGHT TRAINS—SOLDIER SUMMIT TO THISTLE

5-J. If actual tonnage per unit with operative dynamic brake exceeds:

	Coal Trains	Other Trains
FT, F-7, GP-7, GP-9, F-9, RS-3.....	1400 tons	1500 tons
SD-7, SD-9	2400 tons	2900 tons
ML-4	2300 tons	2700 tons
GP-30	2000 tons	2200 tons

beginning at head end of train place ten retainers in 10 pound position, plus one retainer in 10 pound position for each additional 50 tons.

When dynamic brake is inoperative, retainers will be used in 20 pound position on coal trains, **Soldier Summit to Gilluly**, and in 10 pound position, **Gilluly to Thistle**. On other trains, retainers will be used in 10 pound position on loaded cars and every other empty car. Inspection stop will be made at **Gilluly** and **Thistle**, and if consisting of coal, will also stop at **Narrows**.

Sub-Division 6-A:

5-K. On descending grades, retainers on all loads must be used in 20 pound position and on all empties in 10 pound position and handle not to exceed 60 loads **Kenilworth to Kenilworth Jct.**

Sub-Division 6-B:

5-L. On descending grades **Mutual to Spring Canyon Junction**, retainers on all loads must be used in 20 pound position and on all empties in 10 pound position; 30 loads may be handled with one unit FT, F-7, F-9 or ML-4; 60 loads may be handled with one unit GP-7, GP-9, SD-7, SD-9, GP-30 or with two units FT, F-7, F-9 or ML-4.

When one unit helper is used this unit is to remain coupled to rear of caboose on descending grade movement, **Mutual to Spring Canyon Yard.**

Before loads are pulled from mine tracks, an application and release test of air brakes must be made, then retainers on all cars placed in 20 pound position.

Test as prescribed by Air Brake Rule 9-B must be made after each cut of cars is coupled to train.

Train crew must know that the above brake tests are made and that train brakes apply and release properly.

Sub-Division 6-C:

5-M. Forward one-half of retainers will be used in 20 pound position **Clear Creek to Scofield**, and forward one-third of retainers will be used in 20 pound position **Scofield to Colton.**

Sub-Division 6-E and 6-F:

5-N. On descending grades between **Knightville and Pearl** and between **Dividend and Pearl**, not to exceed 30 loads will be handled.

Retainers on all loads must be used in 20 pound position and on all empties in 10 pound position, **Knightville to Goshen.**

Westward trains must stop at **M.P. 30.8** to cool wheels and inspect train, except when dynamic brake operating.

Retainers on all loads must be used in 20 pound position and on all empties in 10 pound position on descending grades **Goshen Valley Branch and Iron King Spur.** Trains from **Goshen Valley Branch** must stop at **Pearl** to cool wheels and inspect trains, except when dynamic brake operating.

Sub-Division 6-G:

5-O. From **M.P. 17 to M.P. 15.6** the grade is two and one-half percent descending in the westerly direction. Retainers will be used when requested by engineman.

Sub-Division 6-J and 6-L:

5-P. If actual tonnage per unit with operative dynamic brake exceeds:

FT, F-7, GP-7, GP-9, F-9, RS-3.....	900 tons
SD-7, SD-9	1800 tons
ML-4	1500 tons
GP-30	1300 tons

beginning at head end of train, place ten retainers in 20 pound position, plus one additional retainer in 20 pound position for each additional 100 tons **Lark-Bingham to Welby.**

When dynamic brake is inoperative, retainers on all loaded cars will be used in 20 pound position, **Lark-Bingham to Welby.**

RAILROAD CROSSINGS AT GRADE, ABS, CTC AND OTHER SIGNALS

6. Railroad crossings at grade protected by signals or signals and derails:

Sub-Division	M.P. Location	Tracks Governed	Remarks
6	698.9	D. & R. G. W. main tracks and U. P. switch tracks.	Semi-automatic color light signals. Each Road governed by own Rules and Special instructions. D&RGW movements to and from Iron-ton Steel plant will be made from West pass to Steel plant track through hand-throw switch normally lined, and locked for U.P. movement.
6	705.7	D. & R. G. W. main tracks and U. P. main track.	Automatic signals. Color light signals without derails. Each road governed by own rules and special instructions. Automatic release section has been installed 500 feet west of eastward Interlocking Home Signal on eastward main track and will be designated by a sign reading: "RELEASE SECTION." Eastward trains occupying section of track between eastward Distant Signal and release section sign for a period of eight (8) minutes or more will automatically release the Interlocker, and the Home Signal will change to Stop indication. To again clear Home Signal, eastward trains will proceed into Release Section and Home Signal should change to Approach or Proceed indication after time interval of two (2) minutes has elapsed. If Home Signal does not change to Approach or Proceed indication after a time interval of two (2) minutes, train and engine-men will be governed by Rule 667.
6	744.2	D. & R. G. W. running tracks and U. P. Main track.	Automatic Interlocking. Color light signals. Each road governed by own rules and Special instructions. Time release and U. P. dispatcher's phone are located in box at crossing. If signal does not clear within 8 minutes after release is operated, trainman or engineman must notify dispatcher, and movement over crossing be governed by D&RGW Operating Rule 667. Indicator lights are provided inside housing for time release. Lights are designated as "U.P." and "D&RGW." When such indicator lights are illuminated, they will denote that signals on route designate stop.
6	744.2	D. & R. G. W. Main track and U. P. Main track.	Trains or engines desiring to make reverse movement over crossing after having cleared the home signal limits will depress pushbutton in box on home signal

Sub-Division	M.P. Location	Tracks Governed	Remarks
			and hold for 5 seconds, then release, in order to receive signal for movement over crossing. In addition to being an Interlocking Home Signal, ABS 7442 is a positive ABS and governs beyond Interlocking Limits. When it displays STOP indication and will not clear after complying with above, operating Rule 509-A applies.
7	745.5	D. & R. G. W. Main track and U. P. Switch track. W.P. running track and D. & R. G. W. running tracks. U. P. main track.	Interlocking: Color light signals for normal and reverse movements. U. P., W. P., and D. & R. G. W. — each railroad governed by own rules and special instructions. Eastward home signal located just north of 4th North Street, and westward home signal located just south of 2nd South Street are controlled to eliminate the blocking of important street crossings when continuous movement cannot be made through interlocking. All switches in connection with signals governing routes are remote controlled. All other switches are hand operated. D.&R.G.W. switch crews will when necessary to perform switching movements within interlocking limits, communicate with leverman and be governed by his instructions.
7	748.9 750.4	D. & R. G. W. main track. and U. P. switch tracks.	Semi-Automatic signal protection. Color light signals. Normal position of derails and signals against U. P. Each road governed by own rules and special instructions. See instructions posted in phone booth. ABS governing movements from Standard Oil Spur, Cudahy Spur, and Ogden Sugar Works M.P. 779.5 have two signals. Upper signal governs route to D. & R. G. W. main track, lower signal governs route to U.P. or to O.U.R. & D. Bee Line Spur leads from Cudahy Spur track and is equipped with pipe connected mechanical lock. Normal position of switch is to Bee Line Spur. Before movement is made to or from D.&R.G.W. main track and Cudahy Spur, main track switch must be reversed. Bee Line Spur switch will then be unlocked to permit lining. When restoring switches to normal, Bee Line Spur switch must be normal before main track switch is placed normal. Lower signal governing movement from Cudahy Spur will display lunar indication for movement to Bee Line Spur or yellow for movement to U.P. track.

Sub-Division	M.P. Location	Tracks Governed	Remarks
			Train or engine stopped by semi-automatic signals on main track governing movements over main track electric locked switches at these locations will proceed when signal changes to proceed or when flagman has stopped all conflicting movements and gives proceed signal. Train or engine will then proceed in accordance with Rule 509.
7	771.3	D. & R. G. W. main track and U. P. branch track.	Color light signals. U. P. trains stop. Normal position of derails and signals against U. P. Each road governed by its own rules.
7	779.5	D. & R. G. W. main track and O. U. R. - & D. yard track.	Semi-Automatic signal protection. Color light signals. Normal position of derails and signals against O. U. R. & D. See instructions for M.P. 748.9.
7	781.3	D. & R. G. W. freight main track and S. P. main track and O. U. R. & D. yard tracks.	Color light signals. Normal position of signals and derails against D. & R. G. W. See instructions posted on inside of door on release mechanism.
7	781.7	D. & R. G. W. yard track and U. P. main track.	Color light signals. Normal position of signals against D.&R.G.W. See instructions posted on inside of door on release mechanism.
6-K	16.5	D. & R. G. W. Sands Spur and U.P.-W.P. main tracks.	Semi-Automatic crossings. Color light signals. Derails. Normal position of signals and derails against D.&R.G.W. Instructions for operation of interlocking plant are posted inside time lock boxes 9, 11, and 12.
13th South Salt Lake City		D. & R. G. W. Yard track and U. P. main track.	Color light signals and derails on D. & R. G. W. Color light home and distant signals and no derails on Union Pacific. Instructions for operation of derails on D. & R. G. W. are posted inside of electric lock case.

Movements thru gauntlet track over State Street underpass, Sub-Division 6-I, will be as follows:

D. & R. G. W. trains will use detour track across State Street, distance of 1800 feet, about 600 feet of which is gauntlet track with Union Pacific R. R., over highway underpass. Movements thru this gauntlet track will be governed by Union Pacific special rules, as follows:

"Automatic Block Signals governing train and engine movements over gauntlet track, U. P. Mile Post 47.74 between Cushing and Sandy, Utah, are in service.

The normal position of home signals is STOP and signal will change to PROCEED indication on approach of train if block is clear.

If the signal indication does not change to PROCEED due to train or engine on conflicting route having received but not accepted proceed indication, and if train or engine has stopped and is being delayed for any reason; or, if the signal indication does not change to proceed and no conflicting train or engine movements are evident, train or engineman will proceed to instrument case, located 100 feet south (by compass direction) of street crossing overpass and operate the time release assigned to his road.

When time release has been operated, if after an elapse of two minutes signal indication does not change to proceed the train or engineman at the instrument case, after making certain no conflicting train movements are evident, may signal his train or engine to proceed and engineman, after sounding two long blasts on whistle (Rule 14-b) will proceed following flagman carefully to end of gauntlet track.

If a signal, permitting a train to proceed after being accepted, is changed to a stop-signal before it is reached, the stop must be made at once.

In the event of signals failing to give proceed indication on approach and failing to give such indication in response to time release operation, D. & R. G. W trains will protect by flagman full distance in both directions before occupying gauntlet track."

Trains approaching the following crossings at grade, which are not protected by signals:

Sub-Division	M.P. Location	Railroad Crossed	Remarks
Sugar House Spur	0.7	D. & R.G. W. spur and U.P. main track.	D. & R. G. W. trains and engines must stop clear of crossing and after ascertaining that no conflicting movement is approaching may then hand operate and lock gate against movements on U. P. track. After movement is completed and crossing cleared gate must immediately be restored to normal position and locked. Gate is equipped with two lights, one of which is in center of gate and one on pivot post, these lights will display red when gate is lined against approaching movement and green when gate is lined for approaching movement. At night, if both lights are not burning, stop must be made before fouling crossing.
3rd West and Van Buren St., Salt Lake City		D. & R.G. W. spur and U.P. spur track.	The gates will normally be lined against the Union Pacific and for Rio Grande movement. Signal will show green for approaching movement and red against approaching movement. Rio Grande crews may use crossing without stopping provided it is seen to

Sub-Division	M.P. Location	Tracks Governed	Remarks
			be clear. Union Pacific crews will stop and line for their movement if no Rio Grande movement is in evidence.

UTAH STATE LAW: Every locomotive shall be provided with a bell which shall be rung continuously from a point not less than 80 rods from any city or town street or public highway grade crossing until such city or town street or public highway grade crossing shall be crossed, but, except in town and at terminal points, the sounding of the locomotive whistle or siren at least one-fourth of a mile before reaching any such grade crossing shall be deemed equivalent to ringing the bell as aforesaid; during the prevalence of fogs, snow and dust storms the locomotive whistle shall be sounded before each street crossing while passing through cities and towns. All locomotives with or without trains before crossing the main track at grade of any other railroad must come to a full stop at a distance of not exceeding 400 feet from the crossing, and must not proceed until the way is known to be clear; two blasts of the whistle or two sounds of the siren shall be sounded at the moment of starting; provided, that whenever interlocking signal apparatus and derailing switches or any other crossing protective device approved by the public utilities commission is adopted such stop shall not be required.

Provided, that local authorities in their respective jurisdiction may by ordinance approved by the Public Service Commission provide more restricted sounding of bells or whistle or sirens than is provided herein and may prescribe points different from those herein set forth at which such signals shall be given and may further restrict such ringing of bells or sounding of whistles or sirens so as to provide for either the ringing of a bell or the sounding of a whistle or of a siren or the elimination of the sounding of such bells or whistles or sirens or either of them, except in case of emergency.

The term locomotive as used herein shall mean every self-propelled steam engine, electrically propelled interurban car and so-called diesel operated locomotive.

Every person in charge of a locomotive violating the provisions of this section is guilty of a misdemeanor, and the railroad company shall be liable for all damages which any person may sustain by reason of such violation.

OPERATION GRAND JUNCTION TO HELPER

6-A. Trains and engines must not pass Signals D-2, D-3, D-5, D-6, D-10, D-12, D-14, or D-16 (all located in the vicinity of the hump at **East Yard** and to which A.B.S. and C.T.C. Rules do not apply) when displaying stop indication, without authority from yardmaster.

These signals are operated from retarder tower. Signals D-2 and D-5 do not control the movement of yard engines when such yard engines are governed by trimmer signal located on west side of humpmaster building.

Unless otherwise instructed, Signal D-5 will govern eastward trains departing from Tracks 1 to 3, inclusive, and Signal D-2 will govern eastward trains departing from Tracks 4 to 8 inclusive.

6-B. Dual-controlled switch point derail on middle track, 10th Street, **Grand Junction**, located between opposing Positive A.B.S. 4487-FE and 4488-F, normal position for derail. Westward trains or engines must occupy release section approaching Positive A.B.S. 4487-FE one minute before dispatcher can position signal and dual-controlled switch for through movement.

6-C. Depot Running Track between dual-controlled switches at Mile Post 449.04 and Mile Post 450.1. **Grand Junction** connects with westward main track. Rule 103 applies. Trains, yard or other engines occupying this track must make way for passenger trains without unnecessary delay.

Trains originating Depot Running Track, or Depot Yard, Passenger Station, may depart without clearance card when repeater signal M.P. 449.8 eastward or M.P. 449.3 westward displays proceed indication. If repeater signal does not indicate authority to proceed when train is ready to depart, dispatcher must be contacted immediately. (See Time-Table Rule 2).

6-D. Westward A.B.S. 4511-E has an additional signal. Upper signal governs westward movement on Eastward Main Track and lower signal governs movement through crossover to Westward Main Track and also to **Durham** siding.

A.B.S. 4522, **West Durham**, has three (3) signals on mast. Upper signal governs movements to Westward Main Track; middle signal governs movements through turnout to Eastward Main Track and lower signal governs movement through turnout to **Durham** siding.

6-E. Two parallel sidings, **Maxwell**, are connected at each end with spring switches normally lined for westward trains to enter outside siding, and for eastward trains to enter inside siding.

Westward A.B.S. 6213, **Maxwell**, has three signals on mast. Upper signal governs unrestricted route. Middle signal governs restricted route to westward, or outside siding. Lower signal governs restricted route to eastward, or inside siding, and when the letter "S" is illuminated in the lower signal it is authority to hand throw switch and use eastward siding.

Eastward A.B.S. 6228, **Maxwell**, has three signals on mast. Upper signal governs unrestricted route. Middle signal governs restricted route to eastward or inside siding. Lower signal governs restricted route to westward or outside siding and when the letter "S" is illuminated in lower signal it is authority to hand throw spring switch and use westward siding.

Lower signal on eastward A.B.S. 6228 and westward A.B.S. 6213 **Maxwell**, when displaying illuminated letter "S" will not display lunar indication for movement of train until spring switch has been thrown for track indicated. Movement of trains will not be made to siding unless signal displays lunar indication.

OPERATION AT HELPER

6-F. Operator **Helper** controls all positive A.B.S. 6253 to 6258 inclusive, and dual controlled spring derail with two position signal governing eastward movements through derail to **Snake Lead** as directed by Dispatcher, **Grand Junction**.

Following dual controlled switches are operated by operator at **Helper**:

Both ends of crossover at **Spring Glen**; normal position for **Spring Glen Yard**.

Both ends of Crossover at end of Two Main Tracks and both ends of Crossover between westward Main Track and No. 1 lead.

A.B.S. 6254-A governs movements from Independent Lead through crossover to main track. Trains entering or leaving **Spring Glen Yard** must first obtain permission from operator at **Helper**.

Eastward trains departing on No. 1 lead must occupy release section located 310 feet west of A.B.S. 6258-F, 48 sec-

onds before operator can position dual controlled switches for departure.

Eastward trains departing from lower train yard or from High or Coal Yard must communicate with operator when ready to depart and from High or Coal Yard must occupy release section one minute before operator can position dual controlled spring derail to enter snake lead.

When proceed indication is displayed it is authority to proceed to Spring Glen on independent lead and there be governed by indication of controlled A.B.S..

Westward A.B.S. 6257 has three signals. Upper signal governs movements to Eastward main track. Middle signal governs movements through crossover to Westward main track. Lower signal when displaying Lunar indication authorizes trains to proceed to either Eastward or Westward main track when such track is occupied, or to No. 1 lead.

Westward A.B.S. 6257-F has two signals. Upper signal governs unrestricted route to Westward main track, lower signal when displaying Lunar indication will be authority for trains to proceed to Westward main track when it is occupied, or to No. 1 lead.

Westward A.B.S. 6257-FS and Eastward A.B.S. 6258-F will normally display a Lunar indication. When displaying "STOP" it indicates there is an Eastward or Westward train approaching and yard engines and others occupying track must give way without unnecessarily delaying such train or trains.

When positive A.B.S. 6273-W, 6273-WA or 6273-WB **Kenilworth Jct.** controlled by operator **Helper** displays proceed indication it is authority for trains to proceed to "Beginning of CTC" **Lynn** on Westward main track on the time of first class or preference train if movement is to be continuous.

OPERATION HELPER TO SOLDIER SUMMIT

6-G. Eastward Utah Railway trains leaving main track at **Utah Railway Junction** enroute to Martin may pass Stop and Proceed A.B.S. 6288-E at restricted speed when signal is displaying "STOP" provided switch is known to be lined to Utah Railway and track beyond switch is seen to be clear.

6-H. Operator **Helper** controls positive A.B.S. and dual-controlled switches at **Colton** and **Kyune** and controls westward positive A.B.S. 6319-W and 6319-E at **Lynn**.

When eastward positive A.B.S. 6388-E or 6388-EA at East end **Kyune** displays proceed indication it is authority to proceed on eastward main track to **Helper** on time of first class or preference trains in the same direction if movement is to be continuous. Eastward trains having work at **Castle Gate** will take siding at **Royal** if train length permits.

6-I. Between **Helper** and end of two main tracks **Colton** both main tracks are signalled for normal and reverse movements.

OPERATION AT SOLDIER SUMMIT

6-J. Operator **Soldier Summit** controls all positive A.B.S. and dual controlled switches and derails at **Soldier Summit**.

When westward trains receive proceed indication for movement on westward main track at east end **Soldier Summit**, it is authority to proceed on the time of first class or preference trains.

Warning indicator located on East side of Viaduct and South of eastward main track, normal indication yellow. When eastward main track is occupied between A.B.S. 6528 and the viaduct no indication will be displayed.

OPERATION BETWEEN SOLDIER SUMMIT AND THISTLE

6-K. Operator **Soldier Summit** controls positive A.B.S. at **Gilluly**.

Eastward A.B.S. 6616, West end **Gilluly**, has two additional signals and when illuminated display the letter "T" or "S". When "T" is illuminated it is authority for eastward trains to proceed on eastward main track on the time of first class or preference trains. When "S" is illuminated, trains must take siding, and is authority to hand operate switch to enter siding.

When positive A.B.S. 6602 or 6602-A, East end **Gilluly**, display proceed indication, it is authority to proceed on eastward main track on the time of first class or preference trains.

Westward trains will use siding at **Gilluly** only when authorized by dispatcher. Normal position for inside siding switch west end **Gilluly** is lined for movement to eastward main track.

OPERATION AT THISTLE

6-L. Operator **Thistle** controls all positive A.B.S. and dual controlled switches at **Thistle**.

When eastward positive A.B.S. 6822 displays proceed indication for movement on eastward main track it is authority to proceed on the time of first class or preference trains to train order signal **Thistle**.

When westward positive A.B.S. 6797 displays proceed indication for movement on westward main track it is authority to proceed on the time of first class or preference trains.

OPERATION BETWEEN EAST SPRINGVILLE AND EAST ROPER

6-M. Westward Positive A.B.S. 6947 and Positive A.B.S. 6947-A at **Springville Cannery Spur**, Westward Positive A.B.S. 6955-E and Positive A.B.S. 6955-EA at switch to main track, Sub-Division 6-E, Westward Positive A.B.S. 6955-W and Eastward Positive A.B.S. 6958 are controlled by the Operator at **Provo**.

When Positive A.B.S. 6958, Positive A.B.S. 6955-EA or Positive A.B.S. 6947-A displays a proceed indication it is authority to occupy Eastward Track between Eastward Positive A.B.S. 6958 and Westward Positive A.B.S. 6947; except when Westward Train or work extra is occupying Eastward track between **Thistle** and **Springville**.

When Westward Positive A.B.S. 6955-E or Positive A.B.S. 6955-EA display a proceed indication and crossover at M.P. 695.7 is lined for movement from Eastward to Westward track it is authority to proceed through crossover to **Provo** on Westward track.

Positive A.B.S. 7071-W has three signals: Upper signal governs movement on unrestricted route; middle signal governs movement through crossover to eastward main track; lower signal governs movement to **Geneva Steel Plant**.

Positive A.B.S. 7071-E has three signals: Upper signal governs movement on unrestricted route; middle signal governs movement through crossover to westward main track; lower signal governs movement through turnout to **Geneva Steel Plant**.

Dual controlled derail located opposite A.B.S. 7072-F, on **Geneva Steel Plant Lead**.

Between **Mile Post 701.3**, **Provo**, and **Pipe Mill** and between **Endot** and **East Roper** both main tracks are signalled for normal and reverse movements.

Repeater Signal located just east of road crossing **Riverton Siding** repeats indication of A.B.S. 7289-A at **West Riverton**.

When no indication is displayed on repeater signal westward trains on **Riverton Siding** must stop clear of road crossing as crossing gates will not operate.

OPERATION BETWEEN SALT LAKE CITY AND CLEARFIELD

6-N. Westward A.B.S. 7531 and Eastward A.B.S. 7546 have additional signals on mast and when illuminated will display Lunar "S". Trains receiving this signal must take siding at **Woods Cross**. When upper signal on Eastward A.B.S. 7546 displays proceed indication it is authority for train to proceed on main track to beginning of CTC east end of **Woods Cross** on the time of superior trains. A.B.S. 7504 **North Salt Lake** is a positive signal.

OPERATION AT BACCHUS SPUR

6-O. Trains entering Kennecott Corporation track, M.P. 1.8 **Bacchus Spur**, will call operator at Magna who will position signal to permit entrance into Kennecott Corporation track.

When signals indicate proceed switches may be lined for this movement and occupy Kennecott Corporation track on signal indication. Movement should be continuous and switches restored to normal position on completion of movement.

OTHER SIGNALS

6-P. Dragging and/or Derailed Equipment Detectors are located at the following Mile Posts: 550.1 and 557.9, Sub-Division 5.

Signals governing both eastward and westward trains are on posts at each location. Normal indication of signal is dark.

When signal displays purple indication, conductor or rear trainman will immediately stop train and inspection of track and train must be made. If there is no dragging equipment, derailment or track disturbance, cut-out switch located on side of adjacent signal case will be opened and report made to dispatcher. If there is cause for purple indication being displayed, and this condition is corrected, cut-out switch will be opened and report made to dispatcher.

Should engineman observe purple indication, train must be stopped, cut-out switch opened and report made to dispatcher, then proceed at restricted speed to next clear or approach A.B.S.

INSTRUCTIONS GOVERNING THE OPERATION OF CALIFORNIA ZEPHYR TRAINS

7. California Zephyr trains No. 17 and 18 may be operated at a speed of five (5) miles per hour greater than the speed authorized for passenger trains except at all points where permanent slow boards are displayed speed will be restricted to conventional passenger train speed but all other speed restrictions in the Time-Table other than Zone speeds will be applicable.

7-A. Rear trainman out of Salt Lake City will change marker lens from green to yellow by manipulating from within the rear of the observation car.

7-B. These trains will carry 200 pounds steam train line pressure.

7-C. Rear red and white lights will not be used. Trainmen will see that they are turned off before departing Salt Lake City.

LIVESTOCK ATTENDANTS

8. Persons accompanying live stock or other freight will be carried on any freight train handling such live stock or freight, when holding proper transportation, and when permission to accompany same is covered by contract. Passengers on freight train should be informed that cabooses will not be pulled up to platform to receive or deliver passengers or baggage. Employees holding passes will be carried on any freight train to and from points at which trains stop when passes are stamped "Good on Freight Trains."

CLEARANCES

9. Overhead clearances at the following locations will not clear a man standing on the top of a car:

Sub-Div.	Mile	Description
5	460.4	Fruita—House Track, West end, Overhead wires
5	471.9	Ruby Tunnel
5	568.3	Desert—Spur, Overhead wires
5-A	17.5	Coke Loading Track Sunnyside—Overhead Hopper
16	400.1	Bridgeport Tunnel
16	423.5	East End Grand Jct. Yard—Bridge 423.52
16-A	380.2	West of Austin—Bridge 380.19
16-A	398.6	East of Hotchkiss—Bridge 398.66
6	636.1	Nolan Tunnel, Eastward Track
6	651.7	Viaduct
6-B	7.0	Mutual Mine Tipple
6-C	21.1	Clear Creek Mine Tipple
6-D	122.5	Sevier Tunnel
6-E	—	Main Street, Spanish Fork on California Packing Co. Spur—Traffic signal
6-E	30.2	Tunnel
6-E	34.6	Tunnel
6-J	.05	U. S. Smelter
6-J	.06	U. S. Smelter Bridge
6-J	.06	U. S. Smelter Flume
7	769.6	Wagon Bridge

TRAIN SPEEDS

10. The speed of trains should be so restricted that absolute safety will be assured.

10-A. Trains must not exceed the maximum speeds prescribed below:

Where other speed restrictions do not prohibit, locomotives running light or with all steel caboose only may be operated in ABS limits at a maximum speed of sixty (60) M.P.H., but will not exceed the maximum speed authorized for passenger trains.

Trains consisting of passenger equipment cars and all-steel caboose will be governed by passenger train speed restrictions.

ZONE SPEEDS

	Passenger MPH	Freight MPH
Sub-Division 5:		
On both main tracks 10th Street to Grand Avenue, Grand Junction	20	20
Eastward Main Track, West Durham to Grand Junction	35	35
Grand Junction-M.P. 471	70	60
M.P. 471-M.P. 487	55	50
M.P. 487-Green River	65	60
Green River-Helper	65	55

ZONE SPEEDS

Freight
MPH

Sub-Division 5-A:

Mounds-Columbia Junction	20
Columbia Junction-Sunnyside	15

Sub-Division 16:

Montrose-Delta	30
Delta-Grand Junction	25
Montrose-Ridgway:	
Montrose-M.P. 355	15
M.P. 355-365	20
M.P. 365-Ridgway	15

Sub-Division 16-A:

Delta-Bridge 380.19	30
Bridge 380.19-Payne	20
Payne-Somerset	15

ZONE SPEEDS

Passenger Trains Miles per Hour	Freight Trains Miles per Hour Coal & Ore	Other
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Where restrictions do not specify direction, they apply to both eastward and westward movements:

Sub-Divisions 6 and 7: Except as

specified below	60	50	50
Kyune to Helper (Eastward).....	30	15	20
Soldier Summit to Detour (Westward)	30	20	25
Detour to Narrows (Westward).....	40	20	25
Narrows to Rio (Westward).....	35	20	25
Rio to Narrows (Eastward).....	40	35	35
Rio to Thistle (Westward).....	45	20	25
Gomex—Endot	70	50	60
Endot—Salt Lake City.....	65	50	50
East Roper—Endot (Eastward Track)	40	40	40
Salt Lake City—Mile Post 765.....	60	55	60
Mile Post 765—Mile Post 775.....	55	50	50
Mile Post 775—Transfer.....	60	55	60
Main Track from 9th South to South Temple Street, Salt Lake City.....	12	12	12
Spur Track Roper to Industrial Center	12	12	12
Approaching and over network of switches and passenger platform Ogden Union Depot Co. passenger yard	8	8	8

Freight
Trains
MPH

Sub-Division 6-A 12

Sub-Division 6-B 10

Sub-Division 6-C

Colton—M.P. 9	15
M.P. 9—Clear Creek	10

Sub-Division 6-D

M.P. 1-44	25
M.P. 44-86	30
M.P. 86-132.2	25
Moroni Spur	15

Sub-Division 6-E Pearl-Eureka Ascending..... 20

Eureka-Pearl Descending 12

Pearl-Springville 25

Between Spanish Fork Sugar Factory and
Del Monte Packing Co..... 10

ZONE SPEEDS

Freight
Trains
MPH

Sub-Division 6-F	12
Sub-Division 6-G	20
Sub-Division 6-H	10
Sub-Division 6-I	15
Sub-Division 6-J	
Descending Bingham to Welby.....	12
Ascending Midvale to Bingham.....	20
Descending Welby to Midvale.....	15
Sub-Division 6-K	
Welby—Kearns	30
Kearns—Garfield and Bacchus spur.....	20
Sub-Division 6-L	
Descending	12
Ascending	20
Sub-Division 7-A	12

All Sub-Divisions, except where Zone
Speeds require lower speed:

Through turn-outs equipped with Dual
Controlled switches:

Passenger
Trains
MPH

MPH
Freight
Trains

M.P. 445.0	East end east long lead		
Durham	East and west end siding		
	West end two main tracks		
Rhone	East and west end siding		
Fruita	East and west end siding		
Mack	East and west end siding		
Agate	East and west end siding		
Cisco	East and west end siding		
Whitehouse	East and west end siding		
Elba	East and west end siding		
Sagers	East and west end siding		
Thompson	East and west end siding		
Brendel	East and west end siding		
Floy	East and west end siding		
Solitude	East and west end siding		
Green River	East end depot siding		
Woodside	East and west end siding		
Cedar	East and west end siding		
Verde	East and west end siding		
Mounds	East and west end siding		
East Wellington	East and west end siding		
Maxwell	West end siding		
Helper	End of two main tracks		
Soldier Summit	End of two main tracks		
Thistle	East end westward siding		
	West end eastward siding		
Geneva	Both crossovers		
Pipe Mill	End of two main tracks		
American Fork	East and west end siding		
Mesa	East and west end siding		
Riverton	East and west end siding		
Endot	End of two main tracks		
Midvale	Crossover M.P. 734.0		
	West end siding		
	Crossover west end Midvale		
East Roper	Crossover between two		
	main tracks	30	30
Colton	End two main tracks	50	45
Through other turn-outs equipped with			
Dual Controlled switches		15	15
Through turn-outs equipped with spring			
switches except when lower speed is			
specified by time-table or slow boards.....		30	30

ZONE SPEEDS

Passenger Trains MPH	Freight Trains MPH
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Through turn-outs spring switches east and west outside sidings Maxwell; Independent lead east end Helper; Kenilworth Jct.; Soldier Summit west end yard track No. 1; Gilluly; Detour; Narrows; Rio; Thistle; East Roper; Transfer.....	15	15
In or out of other turnouts.....	15	15
Trailing thru spring switches on straight track	30	30
Over U.P. Crossing M.P. 698.9.....	60	50
Thru turnouts remote controlled switches Grant Tower Interlocking M.P. 745.5.....	15	15
Over railroad crossing main track, 9th South, Salt Lake City.....	12	12
Over railroad crossing M.P. 771.3.....	50	50
Over other railroad crossings not interlocked.....	25	20
Thru following sidings: Utah Railway Junction (Both sidings), Royal, Narrows (Westward siding), Provo (Eastward siding), Clearfield	15	15
Geneva Steel Plant Yard.....	10	10
Over Sugar St. Crossing Midvale Siding.....	8	8
Maximum speeds permissible in any service by various classes of locomotives and equipment as follows:		
	Miles Per Hour	
Series 600-601, 4001-4003	75	
Series 548, 552-554, 3001-3013.....	70	
Series 5100-5113, 5200-5204, 5300-5314, 5901-5954, and 555-577	65	
Series 120-123, 150-152.....	60	
Series 66-74, 100-119	50	
Series 540-547, 550-551	40	
Series 38-42	25	
Series 540-547, 550-551 when handled dead in train	40	
Steam Derricks	35	
Russell Snow Plow X-67 (when handled in trains)	30	
Clamshells, Scale Test Cars (except Scale Test Car X-450) and Pile Drivers moving on own wheels.....	25	
Scale Test Car X-450 when moving on own wheels (and must be handled on or near rear of train). This car must not be shoved on by helper engines.....	40	
Spreaders and Flangers handled in train.....	35	
Steam Derrick 028 must not be used on Ridgway Spur; when used on other branches speed must be restricted to 15 miles per hour over wooden trestles.		

Freight trains consisting of more than one-third coal or ore, will be restricted to coal and ore speed.

Zone speed for other westward freight trains which do not require the use of retainers as provided for in special Time Table Rule 5-J will be as follows:

	Miles Per Hour
Detour-Narrows	35
Narrows-Rio	30
Rio-Thistle	35

10-B. City ordinance speed limits as follows:

STATION	MPH	STATION	MPH
Grand Junction	25	Midvale (Sub-Divisions 6-I, 6-J)	15
Montrose	15	Mt. Pleasant	12
Price	30	Salt Lake City, 9th So. to 5th No. Streets.....	25
Helper	35	Ogden Passenger	30
Springville	30	Ogden Freight	15
Provo	30		
American Fork	30		
Lehi	30		

MEDICAL ATTENTION AND REPORTS

11. MEDICAL TREATMENT OF PASSENGERS. Any Doctor of Medicine may be called to treat sick or injured passengers. In case of illness, passengers are responsible for the doctor's bill. In cases of injury the doctor submits his bill and report to Assistant Chief Claim Agent, Salt Lake City. For convenience, the following doctors at principal points are suggested, but if they are not available, any physician may be called:

Name	Location
Ervin A. Hinds, M.D., Chief Surgeon.....	Denver
M. C. Lindem, M.D., Asst. Chief Surgeon.....	Salt Lake City
E. V. Long, M.D.....	Salt Lake City
W. L. Chambers, M.D.....	Salt Lake City
A. R. Demman, M.D.....	Helper
T. D. Burleigh, M.D.....	Grand Junction
R. F. Linnemeyer, M.D.....	Grand Junction

11-A. Suggested hospitals for the care of injured passengers are located as follows, but when expedient any hospital may be used:

Name	Location
St. Mary's Hospital.....	Grand Junction
City-County Hospital	Price
Holy Cross.....	Salt Lake City
St. Mark's.....	Salt Lake City

MEDICAL TREATMENT OF EMPLOYES

11-B. Care of sick and injured employes is rendered by Hospital Association Doctors, located as follows:

Call CHapel 3-3545	Grand Junction
N. A. Brethouwer.....	Montrose
Woodrow Brown	Paonia
E. Robert Orr.....	Fruita
H. T. Barton.....	Green River
F. R. King.....	Price
Wm. M. Gorishek.....	Price
John K. Wright.....	Price
J. E. Dorman (eye, ear, nose, throat).....	Price
Guy S. Richards.....	American Fork
Harold C. Jenkins.....	Bingham
George S. Diumenti.....	Bountiful
Orlo W. Hardy.....	Clear Creek
Joseph Amano	Clearfield
Ralph C. Petersen.....	Clearfield
Harlow B. McQuarrie.....	Ephraim
J. J. Dalpiaz.....	Helper
A. R. Demman.....	Helper
O. W. Phelps.....	Helper
Noall Z. Tanner.....	Layton
Elmo Eddington	Lehi
Halvard J. Davidson.....	Manti
D. C. Rigby.....	Mt. Pleasant
Val Sundwall	Murray
H. V. DeMars.....	Ogden
Chelton S. Feeny.....	Ogden
James S. McMurrin.....	Ogden
Donald M. Moore.....	Ogden
Drew M. Peterson.....	Ogden
Ralph W. Pugmire.....	Ogden
Charles M. Swindler.....	Ogden
E. B. Thatcher.....	Ogden
Thomas M. Hall.....	Payson
H. David Rees.....	Provo
DeCosta Clark	Provo
Fred Endsley, Jr.	Provo
Ralph E. Jorgenson.....	Provo
Richard A. Nimer.....	Provo
Charles M. Smith, Jr.....	Provo
Jesse J. Weight.....	Provo
H. Asa Dewey.....	Richfield
W. R. Worley, Jr.....	Richfield
Rae E. Noyes.....	Salina
Norman R. Beck.....	Salt Lake
Charles F. Behle.....	Salt Lake
Harry Berman	Salt Lake
Fred W. Clausen.....	Salt Lake
Robert M. Crowder.....	Salt Lake
L. Dean Day.....	Salt Lake
Robert G. Evans.....	Salt Lake
Harry E. Fisher, Jr.....	Salt Lake
Whitney J. Haight.....	Salt Lake
Charles C. Hall.....	Salt Lake
Don Handy.....	Salt Lake
Wayne M. Hebertson.....	Salt Lake
Philip M. Howard.....	Salt Lake
Lewis Kirkman.....	Salt Lake
Anthony W. Middleton.....	Salt Lake
Andrew Karavatis	Salt Lake
Everett B. Muir.....	Salt Lake
Stanley Neff.....	Salt Lake
Bascom W. Palmer.....	Salt Lake
Charles M. Parrish.....	Salt Lake
James H. Quinn.....	Salt Lake
Grant H. Southwick.....	Salt Lake
C. H. Springer.....	Salt Lake
Jack L. Tedrow.....	Salt Lake
Robert G. Thompson.....	Salt Lake
Preston G. Hughes.....	Spanish Fork
Milo C. Moody.....	Spanish Fork
Wilford G. Biesinger.....	Springville
Clair W. Judd.....	Springville

11-C. Assigned Hospitals of the Hospital Association are located as follows:

St. Mary's	Grand Junction
Holy Cross.....	Salt Lake City
St. Mark's.....	Salt Lake City
City-County	Price
Utah Valley	Provo
Thomas D. Dee Memorial.....	Ogden

11-D. When persons not employees or passengers (for example, persons injured at crossings, trespassers, outsiders at work around depot or other industries, etc.) are injured, if they are unable to care for themselves, and if no friends or others are at hand to care for them, any of the doctors listed in Rule 11 may be called. The doctor should be advised that he is called for emergency attention only and that the Company does not assume responsibility for his bill. If trespassers are not taken charge of by friends or others, they should be turned over to the public authorities as soon as possible, and no expense incurred in behalf of the Company except the emergency attention above noted.

11-E. Parties calling doctors should explain fully as possible the nature of the injuries so that the doctor may know what equipment to bring with him.

11-F. Prompt Telegraphic Report (Form 3884) must be made of all accidents. In the event Form 3884 cannot be furnished without unduly delaying the train a message must be filed at first open telegraph office giving principal facts concerning the accident and Form 3884 filed as quickly as possible thereafter. When a personal injury occurs on a train an additional message must be sent immediately to the Superintendent and Claim Department and if the injured person is not an employee on duty, the following information must be given: Kind of Transportation injured person holds, giving number of ticket or pass, destination of injured party, whether coach or pullman passenger with number or name of car and, if injured party stopping over enroute, state where stopover will be made and address at point of stopover. In addition to the telegraphic reports (Form 3884) and messages above described, mail reports of all accidents and casualties must be promptly made and forwarded, using the following forms, according to the instructions thereon and in the Book of Rules:

Forms 3918-3922—All personal injuries and crossing accidents.

Form 4009—When accident occurs on train to be filled out by passengers.

Form 4012—Inspection of Equipment (Mechanical Dept.)

Form 4119—Fire Report (Section Foreman).

Form 3511—Stock Struck Report (Enginemen).

Form 4117—Stock Report (Section Foremen).

Form 3949—Break-in-two Report (Enginemen).

CONDITIONAL STOPS

12. No. 7 will stop at any station to discharge pay passengers from Denver, Colorado Springs and Pueblo.

No. 8 will stop at any station to pick up pay passengers for Denver, Colorado Springs and Pueblo.

Nos. 17 and 18 will stop at Thompson on Saturdays, Sundays and Holidays and will stop on flag on other days to receive or discharge pay passengers to or from Denver or beyond and to or from Salt Lake City or beyond.

13.

SPRING SWITCHES

Miles from Denver	Location Spring Switches	Normal Position
445.6	East Switch East Yard	East Yard
446.9	East End Departure Track East Yard	East Long Lead
447.3	Entering Track to East Yard	East Yard
448.5	Westward Departure Track to Alternate Inbound	Cross-over
449.3	East Switch Depot No. 1 Track	Depot Running Track
621.4	East Switch Outside Siding Maxwell	Westward (outer) Siding
622.7	West Switch Outside Siding Maxwell	Eastward (inner) Siding
625.7	Helper-East end Independent lead	Independent Lead
627.4	Helper-Westward lead Kenilworth Jct.	Westward Main Track
650.4	Soldier Summit East end siding	Eastward Main Track
651.8	Soldier Summit West end yard track No. 1	Westward Main Track
660.2	Gilluly-East end siding	Eastward Main Track
665.0	Detour-East end siding	Eastward Main Track
671.6	Narrows-East end siding	Eastward Main Track
672.7	Narrows-West end siding	Westward Main Track
675.9	Rio-East end siding	Eastward Main Track
681.5	Thistle-West end siding	Westward Main Track
740.7	East Roper	Eastward Main Track
753.2	East Switch Woods Cross	Main Track
780.1	Transfer-New Lead	Lead Track

DUAL CONTROLLED SPRING SWITCHES

625.8	Helper	Snake Lead
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13-A. LOCATION OF CROSSOVERS ON TWO MAIN TRACKS

Miles from Denver	Points	Miles from Denver	Points	Miles from Denver	Points
448.6	Trailing	651.8	Facing	695.7	Trailing
449.0	Facing	665.0	Facing	695.7	Facing
451.1	Trailing	666.1	Trailing	699.2	Facing
626.0	Trailing	671.6	Trailing	699.9	Trailing
626.6	Trailing	672.7	Facing	700.4	Trailing
627.0	Facing	675.9	Facing	700.9	Trailing
628.8	Trailing	677.1	Trailing	701.0	Facing
629.6	Facing	680.0	Facing	707.1	Trailing
630.1	Trailing	680.7	Facing	707.1	Facing
630.6	Trailing	681.0	Trailing	734.0	Facing
631.2	Facing	682.3	Trailing	735.9	Trailing
631.8	Trailing	682.3	Facing	740.8	Facing
651.2	Facing	688.6	Trailing		
651.6	Trailing	688.6	Facing		

WATER TANKS OR CRANES BETWEEN STATIONS

14. OMITTED.

AUXILIARY LINES

15. The following are auxiliary lines:

Grand Jct.	Sub-Division 16	Provo	Sub-Division 6-G
Delta	Sub-Division 16-A	Midvale	Sub-Division 6-J
Colton	Sub-Division 6-C	Welby	Sub-Division 6-K
Thistle	Sub-Division 6-D	Dalton	Sub-Division 6-L
Springville ..	Sub-Division 6-E		

HEADLIGHTS ON LOCOMOTIVES

16. Headlights on locomotives must be kept burning at all times when in road service except when necessary to comply with operating rules.

HANDLING UNRULY PASSENGERS

17. Any passenger who by reason of intoxication, or otherwise, is guilty of such disorderly conduct as to annoy, threaten or insult other persons on the train, and who refuses to desist therefrom when requested to do so by the Conductor, may be ejected, with his baggage, at the next station where Agent is on duty. The Conductor shall use only such force as may be necessary to accomplish such removal, and he may command other railroad employes to assist in such removal, and when necessary wire ahead for assistance. Before ejecting a passenger the Conductor shall tender to such passenger the unused portion of any fare which has been paid.

Whenever a passenger is ejected, the name and address of such passenger and the names and addresses of all witnesses, and their statements in writing if possible, should be obtained. All facts connected with such ejection should be at once reported to the Division Superintendent.

When Military Police or Shore Patrol are available they should be consulted before ejecting any military or naval personnel from the train.

DESIGNATIONS OF TRACKS, POSITION OF SWITCHES RESTRICTIONS OF TRACKS

18. Freight trains entering **East Yard** will head in receiving yard as indicated by Track Indicator.

Track Indicator for westward trains is located at M.P.-445.6.

Track Indicator for eastward trains is located at M.P.-447.3. Eastward trains entering alternate eastbound track **East Yard**, will be governed by instructions from Yardmaster.

18-A. Westward freight trains arriving **Helper** will be governed by track indicator, designating track to be used, located just opposite ABS 6257-FS east end of **Helper**:

M. Main Track

1-7 Inclusive; Tracks as indicated.

Westward freight trains entering **Roper** will be governed by track indicator, designating track to be used, located 200 feet west of yard entrance switch, **East Roper**:

1-10, 25-26, Inclusive;

Track as indicated

H 1. Ice House 1

RT. Running Track

H 2. Ice House 2

W2. Wash 2

If indicators do not display lighted numeral, train must ascertain from Operator at Helper or Yardmaster at Roper, track to be used. These indicators do not govern light engines.

18-B. East switch of wye at **Sunnyside** must be lined for the wye when not in use. Engine with or without cars departing **Sunnyside** from a point east of this wye switch must be brought to a stop before switch is lined for main track.

Switch to High-line coke bin track, **Sunnyside**, must be left lined for High-line coke bin track and switch to stub derail spur located off High-line coke bin track must be left lined for spur when not in use.

Switch to Carbon County Railway at east end of **Columbia Junction** must be lined for Sub-Division 5-A when not in use.

18-C. Normal position of west siding switch leading to stock-yards, **Montrose**, is to stock track.

18-D. Locomotives must not go beyond switch point of north track, empty yard, nor in north load track, Knight Ideal Coal Company yard, **Wellington**.

18-E. Wye switches **Welby** lined and locked for **Garfield Branch**.

18-F. When entering main track from Sub-Division 6-A spring switch at **Kenilworth Jct.** must be lined for such movement.

18-G. Spur with east and connection to westward track located 227 feet west of crossover at **Gomex** serves Powder Plant. Crews using this spur track will be governed as follows:

At Highway crossing, 700 feet from the entering switch, trains or engines serving this plant will stop to clear the highway. A members of the crew, with proper flagging equipment, will proceed to center of the highway to protect the further movement against highway traffic. Movements over this crossing will be made only on his signal.

During foggy and stormy weather when the visibility is poor and between sunset and sunrise, before entering the crossing, movement will be protected by two members of the crew who will proceed in each direction from the crossing a sufficient distance to warn highway traffic that the crossing is blocked, using lighted red light fusees for this purpose. Movement across the highway will not start until the flagmen in each direction are in position to stop highway traffic, and will be continuous so that highway will not be blocked by standing equipment if it can be avoided.

18-H. **Sigurd** siding is used as main track..

18-I. SD-7-SD-9 locomotives, Series 5300-5314, will not be operated on the following tracks having curvature in excess of 20 degrees:

SPANISH FORK:

SL&U trackage in Center and Main Streets, including California Packing Company, Del Monte.

PROVO:

Provo Herald Track, 4th North, Provo Canyon Branch.
West Track Keyes Tank.
Sears Roebuck—Pacific Fruit.
SL&U trackage in 5th South Street.
Anderson Lumber Company.

SUGAR HOUSE SPUR

SALT LAKE CITY AND OGDEN:

As designated by Yard bulletin.

Tracks Not Shown as Stations in Time-Table

Name	Mile	Station Numbers	Car Capacity	Switch Connection
Sub-Division 5				
Gilsonite.....	463.8	2809	65	E. & W.
Loma.....	465.7	2810	35	E. & W.
Sub-Division 5-A				
Dragerton.....	14.2	9105	10	E. & W.
Sub-Division 16				
Colorado Core Co. Spur.....	353.2		6	East
Meade Lumber Spur.....	353.5	2648	4	West
Frost.....	359.4	2640	8	E. & W.
Huff.....	385.9	2617	12	E. & W.
Broughton.....	392.2	2613	10	E. & W.
Peoples.....	394.0	2615	10	E. & W.
Yernal.....	358.5	2652	42	E. & W.
Colona.....	363.9	2655	11	E. & W.
Ridgway.....	377.1	2664	Yard	Yard
Sub-Division 16-A				
Beet Track.....	374.0	2702	20	E. & W.
Saunders.....	377.3	2704	6	E. & W.
Girling.....	393.3	2716	7	East
White.....	393.4	2716	9	West
Hadley.....	404.5	2726	12	E. & W.
Roberts.....	407.2	2730	8	East
Juanita Jet.....	412.0	2738	50	East
Bear Mine.....	416.6	2742	Yard	Yard
Hawksnest.....	417.0	2744	12	E. & W.
Oliver.....	417.4	2744	Yard	E. & W.
Sub-Division 6				
Kenilworth Junction.....	627.4	9030	Yard	West
Lynn.....	631.9	9047	130	East
Mill Fork.....	669.9	9064	11	West
Butro.....	690.7	9082	71	E. & W.
Fronton—Columbia Steel Co.....	698.2	9308	Yard	E. & W.
Pipe Mill Spur.....	710.1		94	West
Gatex.....	704.2	9316	Yard	East
Scalley.....	704.6	9315	21	East
Lehi.....	717.0	9324	4	East
Nash.....	722.8	9326	195	West
Sampler.....	737.4	9336	92	E. & W.
Fire Clay, Westward Track.....	739.0	9340	27	East
Dunford, Westward Track.....	740.6	9346	10	East
Sugar House.....	742.5	9710	Yard	West
Sub-Division 6-C				
Monay Coal Co.....	13.8	9156	22	West
Sub-Division 6-D				
Moroni.....	52.8	9234	Yard	East
Larsen.....		9231	Yard	
Gunnison Sugar Factory.....	75.0	9254	Yard	West
Evie—Mill Spur.....	90.2	9270	12	West
Evie—Beet Spur.....	90.3	9270	17	East
Gurr (Jumbo Mill Spur).....	97.1	9276	9	West
Jumbo Mill.....	97.6	9276	Yard	West
Gramse.....	101.6	9282	40	E. & W.
Silver.....	107.4	9287	14	East
Sub-Division 6-E				
Spanish Fork Sugar Factory.....	5.1	9409	93	E. & W.
Keigley.....	16.0	9421	Yard	E. & W.
Eagle and Blue Bell Mine.....	37.9	9454	14	West
Gemini Mine.....	38.2	9460	23	West
Chief Con. Mine.....	38.4	9464	60	West
Godiva (Eagle and Blue Bell Spur).....	0.7	9456	30	East
Goshen.....	22.1	9428	6	East
Sub-Division 6-G				
2th North Provo.....	1.9		12	E. & W.
Provo Pressed Brick Works.....	2.1	9508	15	West
Sub-Division 6-H				
Lakeview.....	2.0	9555	5	East
Sub-Division 6-J				
U. S. Smelter.....	0.5	9332	Yard	West
Robbe.....	9.5	9634	2	East
Kennecott Corp. Interchange.....	11.9	9630	Yard	East
Sub-Division 6-K				
Bacchus Spur.....	6.1	9672	Yard	West
Sands Spur.....	15.3	9681	Yard	West
Utah Refinery.....	15.3	9679	Yard	East
Sub-Division 6-L				
Snyder.....		9629	9	E. & W.

Tracks Not Shown as Stations in Time-Table (Continued)

Name	Mile	Station Numbers	Car Capacity	Switch Connection
Sub-Division 7				
Fry.....	752.8		10	East
Farmington.....	760.6	9826	28	East
Layton Sugar Works.....	768.0	9842	90	West
Ogden Sugar Works.....	779.5		146	East
Evona.....	779.9	9884	30	East
Sub-Division 7-A				
Hooper Sugar Works.....	3.5	9872	99	West
Hooper Canning Works.....	3.6	9874	21	West

DOUBLEHEADING AND PLACING OF HELPER AND DEAD LOCOMOTIVES IN TRAIN

19. Dead locomotives moving in trains will be handled as provided in Air Brake Rules 30-A to 31-E inclusive.

HELPER LOCOMOTIVES—GENERAL

19-A. When helper consisting of more than two units ML-4, three units GP-30 or four units of other type is used on rear of train, all units in excess of two, three or four respectively will be isolated.

19-B. Couplers must be blocked on SD-7 and SD-9 units when used behind other type units in helping service.

19-C. One unit ML-4 or two units of other types may be placed behind caboose, provided coupler is blocked on showing unit.

19-E. Tonnage handled by units on head end of train must not exceed:

4300 adjusted tons, Thistle to Soldier Summit.

3500 adjusted tons, Helper to Soldier Summit.

If train consists of more than this tonnage, helper will be placed on rear or cut into car.

Cars placarded "Rear End" or "Handle on Rear of Train Only," and other cars designated as "Rear Ender," must be trained behind helper, when helper is on rear of train.

HELPER LOCOMOTIVES—HELPER TO SOLDIER SUMMIT

19-F. On coal trains, when helper consists of four units or less, it will be cut in ahead of caboose and rear enders. If helper consists of 5 to 8 units, it will be cut in ahead of 2900 adjusted tons. If helper consists of more than 8 units, it will be cut in ahead of 3500 adjusted tons.

On other trains, if less than 3500 adjusted tons, helper may be placed ahead of road locomotive; if over 3500 adjusted tons, helper of more than two units will be cut in ahead of caboose and rear enders.

HELPER LOCOMOTIVES—THISTLE TO SOLDIER SUMMIT

19-G. If less than 4300 adjusted tons, helper may be placed ahead of road locomotive; if over 4300 adjusted tons, helper of more than two units will be cut in ahead of caboose and rear enders.

JOINT OPERATIONS

20. D. & R. G. W. trains and engines will enter Kennecott Corporation track, M.P. 15.3, Sub-Division 6-K (Sands Spur), under protection of flag.

20-A. All employees will be governed by O. U. R. & D. Co. rules and regulations and will have in their possession copy of current time table and rules, while using O. U. R. & D. Co. tracks at Ogden.

Joint switch crews, Salt Lake terminal, must have a copy of the current Western Pacific time table with them while on duty, and be governed by it while on Western Pacific tracks west of east curb of Jeremy Street, Salt Lake City.

20-B. Salt Lake City Union Depot and Railroad Co. Rules 1 and 3 as revised read:

"1. Trains have no time table superiority between First South and Ninth South Streets, Salt Lake City Union Depot Company trackage on Fourth West Street, Salt Lake City. Yard engines and other engines occupying these tracks must make way for passenger train without unnecessarily delaying them. Trains, yard engines and other engines must move on Depot Company tracks prepared to stop within one-half the range of vision."

3. Automatic street crossing signals in service at 2nd and 4th South Streets at 4th West Street, Salt Lake City. Control circuit limits marked by rail joints painted yellow.

When a train, engine or yard movement, has stopped or been delayed within circuit control limits, additional movements must proceed slowly until positive determination is made that crossing signals have operated a sufficient time to stop traffic. In event crossing signals are not operating, movement over crossing must be protected by a crew member.

Unnecessary occupancy of control circuits must be avoided.

Indication signal placed on mast east side of 2nd and 4th South Streets will display flashing lunar lights when crossing signals are operating.

Eastward and westward trains when ready to depart will proceed slowly into control circuit to activate crossing signals.

Unless otherwise instructed, track assignments SLCUD are as follows:

D. & R. G. W. and W. P. passenger trains....Track No. 3

U. P. interchange deliveries.....Track No. 2

"Trains, yard engines, light engines and others using SLCUD Railroad Co. tracks will leave switches as found, except switches will be left lined for No. 3 track. Switch connection with WP main track and SLCUD track just east of 1st So. Street will be left lined for WP main track."

20-C. Within limits specified below Rule 93 of the D.&R.G.W. Rules and Regulations of the Operating Department govern all train or engine movements:

Limits	Roads Governed
Garfield Yard	U. P., Kennecott Corpn., and D. & R. G. W.
Utah Refinery— Garfield	{ D. & R. G. W.-Kennecott Corpn., D. & R. G. W. switch crews enter Kennecott Corpn. main track at Utah Refinery under flag protection.
Clearfield Naval Supply Depot	
	U. P., Naval Supply Depot, and D. & R. G. W.

20-D. Switch movements in the Iron-ton Plant shall proceed prepared to stop short of any obstruction, including trains, occupied tracks, improperly lined switches, and be on the lookout for anything that may affect movement of the train.

20-E. Within the limits of Geneva Steel Plant all trains and engines shall move within the Plant prepared to stop short

of any obstruction, including occupied track or improperly set switches.

20-F. All freight trains, switch and light engine movements, including interchange deliveries between U. P. North Yard and D. & R. G. W. Roper, will, unless otherwise provided, use the two running tracks extending from D. & R. G. W. main track, Sub-Division 7, between 1st North Street and North Temple Street to 21st South Street, Roper.

When display of markers not required, as in switch movements, a member of crew must ride rear car and display a white light to rear at all times between sunset and sunrise.

When operating in T. C. S. territory west of Pollard Jct., switch crews Roper-Salt Lake Terminal will be governed by W. P. Rule 547, reading:

"When work is to be done by any train or engine, including work trains, requiring movements in both directions within a block or blocks, authority must be obtained from (W. P.) train dispatcher who will specify working limits and, when necessary, time limits."

Between crossover leading to W. P. connection just south of 1st South Street, Salt Lake City, and 21st South Street, Roper, all trains, switch, light engines, and interchange delivery movements will keep to the right and movement against the current of traffic will be made in accordance with Operating Rule 93.

Western Pacific trains have no time table superiority on W. P. running track between S. L. C. U. D. & R. R. Co. trackage and westward home signal located between 5th and 6th West Streets.

20-G. All employees while using Union Pacific tracks, Salt Lake City, and U. S. Smelter tracks at Midvale, including D. & R. G. W. delivery and receiving tracks, will be under the jurisdiction of Union Pacific supervisors and will obey their instructions.

D. & R. G. W. crews will deliver all passenger equipment to the Union Pacific Depot yard. In event the equipment is in solid trains and the trains have to be turned, instead of delivering to the Union Pacific on the leg of the wye, this equipment will be handled into their Passenger Depot.

To effect delivery and turning D. & R. G. W. switch crews will use joint facilities of Grant Tower interlocking then proceed on Pedro No. 2 to 2nd South and 3rd West, thereafter moving only as directed by switch tender located at 2nd South Street, who will designate the track in the Union Pacific Depot on which the delivery is to be made.

D. & R. G. W. crews will be governed by the following Union Pacific Operating and Special Rules, in addition to D. & R. G. W. operating rules, while working in these territories.

Union Pacific Operating Rules 93, 103(C), 103(D), and 802-B, and Special Rules 104(W) and 104(X).

93. Within yard limits, all trains and engines must move prepared to stop within the distance track is seen to be clear.

103(C). At public crossings protected by automatic crossing signals, bells or gates, every effort must be made to avoid unnecessarily occupying controlling circuits or leaving switches open within the controlling circuits.

When a train, engine or switching movement has been delayed or stopped within 1500 feet of such crossing, any further movement, either forward or reverse, toward the crossing

must be made at restricted speed until it is determined that the crossing signals are operating for sufficient time to stop highway traffic. In case the crossing signals are not operating for the movement, crossing must be protected by a member of the crew, unless a crossing watchman is on duty.

When a train, engine or switching movement is to be made against the normal current of traffic over a public crossing protected by automatic crossing signals, bells or gates, a member of the crew must protect the crossing, unless a crossing watchman is on duty.

103(D). At public crossings protected by crossing watchmen and crossing gates, yard crews must know gates are down and crossing protected before making movement onto or over the crossing. When not so protected, the crossing must be protected by a member of crew.

104(W). At Salt Lake City, Second South Street, unless proceed signal is received from switchtender, trains and road engines must remain clear of following points:

Leaving passenger depot, remain clear of passenger lead.

Entering Salt Lake City, remain clear of Second South Street, stopping before fouling adjacent main track.

Entering Second South Street westward from Pedro 1 or Pedro 2 tracks, remain clear of cross-over just east of Second South Street.

Switchtenders must see route is properly lined and clear of other movements before giving proceed signal to approaching trains, road engines or D. & R. G. W. switch engines.

Second South switchtender must handle D. & R. G. W. interchange movements on Provo Subdivision unless that track is blocked. If necessary to handle on Second Subdivision main track, switchtender must receive verbal permission from train dispatcher authorizing movement.

At Salt Lake City, trains and engines must not foul adjacent tracks or slip switches between North Temple Street and Second North Street without first receiving proceed signal from switchtender. (Does not apply to yard engines unless a first-class train is due.)

104(X). At Salt Lake City, eastward trains and engines on main track must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Other trains and road engines, including D. & R. G. W. switch engines, must stop to clear Fifth North Street unless proceed signal is received from switchtender.

Unless otherwise directed, trains and engines, including D. & R. G. W. switch engines, moving to North Yard tracks from Freight Line must stop on straight track to clear Fourth North Street crossover, unless proceed signal is received from Fifth North switchtender.

802-B. Road engines, trains and yard movements approaching leads in terminal yards must stop before fouling lead unless it is known that switches are properly lined and lead is clear.

Before a train or yard movement starts out of a yard track, a trainman will precede the movement to a point where it is known route is clear.

Before a light engine starts out of a yard track, both the engineer and fireman must know that switches are properly lined and route is clear.

20-H. O. U. R. & D. Co. Time Table and rules apply between Ogden and Transfer.

20-I. Grant Tower annunciator is located 430 feet west of 13th South Street, Salt Lake City. Following whistle signals will be given at this annunciator:

WP trains and engines, departing—4 short.

Ogden trains and engines departing—1 long.

Rio Grande to UP deliveries—2 short.

UP light engines, returning—1 long, 1 short.

MISCELLANEOUS

21. In freight service, fireman (helper) will patrol engine-room as frequently as conditions require after which he will **immediately return to his proper place in the control room of the operating unit.** He is responsible for operating conditions, observance of signals, etc., only when he is in the control unit.

21-A. When RS-3, GP-7, GP-9, SD-7, SD-9 or GP-30 locomotives are being operated together or coupled with other units, or when "A" units are being operated coupled between other units, and an alarm sounds, train will be stopped and units given inspection, when necessary.

21-B. Train, Engine and Yard service employes are required to adjust watch in event there is a variation of 30 seconds or more at time of comparison.

21-C. Engines or cars will not be left unattended on the Spring Canyon Branch main track.

21-D. Riding, getting on or off scale test car while same is in motion, is prohibited.

21-E. Cars must not be "dropped" over main highways.

21-F. D. & R. G. W. X cars, unless otherwise designated, are rear enders and must not be handled more than 20 cars ahead of rear end of train.

Open Hours of Train Order Offices

	Weekdays	Saturdays	Sundays & Holidays
Grand Junction..	Continuous	Continuous	Continuous
Delta.....	9:00 a.m. - 6:00 p.m.	Closed	Closed
Montrose.....	9:00 a.m. - 6:00 p.m.	Closed	Closed
Hotchkiss.....	8:00 a.m. - 5:00 p.m.	Closed	Closed
Paonia.....	9:00 a.m. - 6:00 p.m.	Closed	Closed
Olathe.....	8:30 a.m. - 5:30 p.m.	Closed	Closed
Helper.....	Continuous	Continuous	Continuous
Soldier Summit..	Continuous	Continuous	Continuous
Thistle.....	Continuous	Continuous	Continuous
Provo.....	Continuous	Continuous	Continuous
Midvale (Sub. Div 6-J)	7:00 a.m. - 4:00 p.m.	Closed	Closed
Roper.....	Continuous	Continuous	Continuous
Salt Lake City.....	Continuous	Continuous	Continuous
North Salt Lake..	8:00 a.m. - 5:00 p.m.	Closed	Closed
Clearfield.....	7:30 a.m. - 11:30 p.m.	Closed	Closed
Transfer.....	Continuous	Continuous	Continuous
Garfield.....	9:00 a.m. - 6:00 p.m.	9:00 a.m. - 6:00 p.m.	Closed
Salina.....	8:00 a.m. - 5:00 p.m.	Closed	Closed
Gunnison.....	8:00 a.m. - 5:00 p.m.	Closed	Closed
Manti.....	8:00 a.m. - 5:00 p.m.	Closed	Closed
Ephraim.....	8:00 a.m. - 5:00 p.m.	Closed	Closed

Following are legal holidays: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day,

Thanksgiving Day and Christmas (provided when any of the above holidays fall on Sunday, the day observed by the State, Nation, or by proclamation shall be considered the holiday).

INSTRUCTIONS CONNECTION TONNAGE RATINGS (Following Pages)

Tonnage ratings shown for all locomotives are based on single unit. Where more than one unit is used, tonnage will be based on number of units used. SD-7 units will be rated the same as F-7 units and SD-9 units will be rated the same as F-9 units when used on a train with any other type units.

Car Limits, excluding caboose:

Sunnyside Branch: With two or more units, SD-7, SD-9 or four or more units other type locomotives, 70 loads may be handled Sunnyside to Columbia Junction and 115 cars Columbia Junction to Mounds. One unit SD-7 or SD-9 may handle 60 loaded cars and one unit other type locomotive may handle 40 loaded cars Sunnyside to Columbia Junction. Empties may be handled in addition to loads.

Soldier Summit to Thistle: Trains consisting of more than one-third coal or other heavy loads, when handled by 3 units—90 cars; when handled by 4 or more units—100 cars.

Adjusted Tonnage Ratings and Car Limits

FROM	TO	Type F-9, GP-9 577 5901-5954 5762-5763	Type SD-9 5305 5314	Type SD-7 5304	Type GP-7, FT F-7 5100-5113 540-547 550-551 555-575 5761-5764	Type GP-30 3001-3013	Type ML-4 4001-4003	Adjustment Factor
Grand Junction.....	Mounds.....	1750	2500	2300	1540	2000	2900	6
Mounds.....	Helper.....	1875	2900	2700	1800	2100	3100	6
Helper.....	Grand Junction.....	1750	2600	2400	1590	2000	2900	6
Mounds.....	Columbia Junction.....	1160	1660	1560	1075	1350	1950	3
Columbia Junction.....	Sunnyside.....	595	950	900	550	700	1050	2
Grand Junction.....	Delta.....	4800	7300	7000	4400	5500	8000	10
Delta.....	Montrose.....	2000	3000	2800	1850	2300	3300	5
Delta.....	Somerset.....	2000	3000	2800	1850	2300	3300	5
Hotchkiss.....	Rogers Mesa.....	3800	5500	5200	3500	4400	6300	8
Montrose.....	Ridgeway.....	1950	.....	.....	1800	2200	3100	5
Sub-Div. 16 Wye.....	East Yard.....	4600	.....	.....	4000	5000	7200	.....
Helper.....	Castle Gate.....	950	1400	1350	900	1100	1600	.....
Castle Gate.....	Kyune.....	780	1240	1150	725	850	1300	3
Kyune.....	Soldier Summit.....	1775	2900	2700	1650	2000	2900	3
Provo.....	Thistle.....	2300	3700	3500	2150	2750	3900	3
Thistle.....	Soldier Summit.....	950	1540	1400	890	1100	1600	3

Provo.....	Geneva.....	5100	.....	.....	4500	.....	4500	5700	8000	8
Salt Lake.....	Ogden.....	3125	.....	.....	4500	.....	4300	3650	5200	8
Ogden.....	Salt Lake.....	3125	.....	.....	4500	.....	4300	3650	5200	8
Kenilworth Junction.....	Kenilworth.....	600	.....	.....	975	.....	900	650	1000	2
Colton.....	Scofield.....	1025	.....	.....	1520	.....	1415	1200	1700	3
Scofield.....	Clear Creek.....	600	.....	.....	975	.....	900	650	1000	2
Spring Canyon Junction.....	Mutual.....	430	.....	.....	650	.....	600	500	750	2
Midvale.....	Welby.....	1000	.....	.....	1250	.....	1200	1000	1400	2
Welby.....	Dalton.....	825	.....	.....	975	.....	900	950	1450	2
Dalton.....	Copperton.....	550	.....	.....	820	.....	760	650	980	1
Copperton.....	Bingham.....	375	.....	.....	600	.....	550	440	650	1
Garfield.....	Welby.....	2250	.....	.....	2800	.....	2600	2400	3800	3
Provo.....	Hale.....	1350	.....	.....	2250	.....	2100	1600	2300	3
Hale.....	Heber.....	910	.....	.....	1460	.....	1350	1050	1500	3
Springville.....	Santaquin.....	1950	.....	.....	2850	.....	2700	2250	3200	5
Goshen.....	Santaquin.....	1950	.....	.....	2850	.....	2700	2250	3200	5
Goshen.....	Knightville.....	430	.....	.....	700	.....	650	500	750	1
Eureka.....	Knightville.....	860	.....	.....	1400	.....	1300	1000	1500	2
Pearl.....	Dividend.....	430	.....	.....	700	.....	650	500	750	1
Thistle.....	Hilltop.....	1400	.....	.....	1950	.....	1800	1600	2400	4
Salina.....	Hilltop.....	2050	.....	.....	2900	.....	2700	2350	3400	5

Safety



Service

R. S. ENO

Assistant Superintendent
Salt Lake City

C. W. HEARN

Terminal Trainmaster
Salt Lake City

W. E. CLAWSON

Terminal Trainmaster
Grand Junction

L. O. FICKLIN

Trainmaster
Grand Junction

L. H. PENNINGTON

Trainmaster
Helper

A. H. NANCE

Trainmaster
Provo

E. R. HOUSE

Trainmaster - Road Foreman of Equipment
Salt Lake City

M. McMULLEN

Assistant Trainmaster
Ogden

L. P. URQUHART

Road Foreman of Equipment
Grand Junction

B. H. WAGNER

Road Foremen of Equipment
Salt Lake City

O. W. GEISLER

Chief Dispatcher
Salt Lake City